(c) the target fixed by Government for total gauge conversion of all railway lines, State-wise; and

(d) the steps being taken to achieve this target?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) Information is being collected and will be laid on the Table of the House.

Khanna Rail Accident Report

428. SHRI SANTOSH BAGRODIA:
SHRI HARISH RAWAT:
SHRIMATI AMBIKA SONI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Khanna railway accident report has been submitted and if so, the details thereof; and

(b) the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Justice G. C. Garg Commission in his report submitted on 16.7.2004 has concluded that, the rail accident near Khanna occurred on account of a gap created in the continuity of the long welded right rail of the up track on 26.11.1998. Rear right trolley of coach No. 10 of the Up train derailed in the first instance and coaches following that coach continued to derail and started moving in an unguided manner for some distance. One or more than one derailed coaches in that process also capsized and infringed the adjoining down track. Transverse fatigue cracks are the cause of rail failure. The initiation of flaws, which assumed the shape of transverse fatigue cracks, was because of excessive non-metallic inclusions. As a result of detrailment of the coaches of the Up train, the down track was infringed and the down train hit the derailed/capsized coaches of the Up train. The cause as established by the Commission has been accepted by the Government.

Directorate of Track Procurement of Railway Board, Northern Railway, Director General of Supplies & Disposal and Bhilai Steel Plant of Steel Authority of India Limited have been held equally responsible. Primary responsibility of engine crew of Up train has also been accepted.

In this report total 44 recommendations were made out of which 23 have been accepted, 17 were partially accepted and 4 have not been found feasible for acceptance.

The report with Action Taken by the Government thereon was laid in the Rajya Sabha on 13.05.2005.

Appointment and working of vigilance officers

429. SHRI SANTOSH BAGRODIA:
SHRI HARISH RAWAT:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have appointed vigilance officers in each division to see misdeeds of Railway Divisional Managers;

(b) whether these vigilance officers are permanent employees of Railways and instead of checking misdeeds of Divisional Managers they are reporting to Divisional Managers in place of reporting to CVC;

(c) if so, whether there is any proposal to appoint vigilance officers from other than railway employees; and

(d) the measures taken to curb corruption/irregularities in railways and the details of vigilance cases instituted against the officers of Northern Railways and divisional managers during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) No, Sir.

(c) Does not arise.

(d) The following steps have been taken by the Vigilance to reduce corruption on the Railways:—

* Bridge the gap between demand and supply by augmentation of the capacity of trains;

* Intensify checks at reservation offices, booking counters, parcel and goods booking offices and other such offices, which deal with the public not only by Vigilance Organization but also by the senior officers of the concerned departments;